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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
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PRESS,
with which is incorporated the
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Hongkong, 28th April, 1908. a193

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POCKET PISTOLS.**

CALIBRE 7.65 m.m.
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Hongkong, 8th March, 1907.

91
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12.45 p.m. to 1.15 p.m. ...Every 10 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes
2.15 p.m. to 2.50 p.m. ...Every 15 minutes
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11.00 a.m. to 12.00 Noon ...Every 15 minutes
12.00 Noon to 1.00 p.m. ...Every 10 minutes
1.00 p.m. to 5.00 p.m. ...Every 15 minutes
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Hongkong, 30th April, 1908.

29

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Pines. Codes: A.S.W. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

DEATH.

On May 4th, at Kowloon Hotel at 1230 p.m. JAMES WILLIAM OSBORN, aged 65 years. All members of St. John's Lodge are requested to attend in full regalia. The funeral cortege will pass the Monument at 5.30 p.m. to-day, the 5th inst.

HONGKONG OFFICE: 10A, DES VOGES ROAD. C. LOYAL OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG: MAY 6TH, 1908

Some time ago, talking of the new Chinese military ambitions, and of sundry nervous "yellow peril" comments thereon, we quoted a conversation we had had with a high officer of His Imperial Japanese Majesty's army, who had been giving us his reasons for believing that the modern military movement in China could not have adequate results for a long time to come. The chief reason had reference to the lack of morale, and the neglect of the reforms necessary to inculcate and develop that essential motive of good soldiering. As a subject for debate the question has no possibilities, being worn threadbare, and the only excuse for again referring to it at present is that we have recently been coming across some very interesting confirmation of the fact that Chinese soldiers are still a long way from the conditions that alone can knit them into an effective army. To the disorderly behaviour of the modern troops at various places from the neighbourhood of Shanghai northwards we need not again refer, as such incidents are not uncommon and have been briefly noted in our news columns from time to time. But one illustration is too attractive not to be added to any record of things Chinese. Writing to a contemporary an eyewitness tells what he observed during a voyage up the Canton river. Eight soldiers

travelled on the launch to protect it from robbers, but they threw aside their equipment and spent the whole day gambling. Not until they were reaching Canton, when it was no longer necessary, did these soldiers arm themselves or show any signs of being prepared for emergencies. The foreigner was interested, and got into conversation with the officer commanding the squad. He elicited the admission that this belated show of alertness was necessary now because they were at last liable to be overlooked by someone in authority. The "sergeant" appears to have confessed that their behaviour had not been soldierlike, but pleaded that military conscientiousness was difficult to keep up to standard, for seven dollars per month, which was all the Emperor allowed each man. "Behold that private's trousers, supplied to him by the Emperor. They are full of holes, and he has been obliged to provide himself at his own cost with an inner pair, to keep his legs warm. What can the Emperor expect, for seven dollars per month? Why even I"—and here we can sympathise with the feeling of injustice that must have shown itself through the words—"even I get only twelve dollars per month." Evidently His Imperial Chinese Majesty needs a lot more servants of the YUAN SHIH-KAI breed.

The English Mail of the 4th April was delivered in London on the 2nd inst.

The Board of Trade expects that the Shipping Commission's report will be ready by the end of this year.

Last week there were 39 plague cases, an in the 48 hours up to noon yesterday there were seven. The number at date is 140, with 128 fatal. Of smallpox there were 15 cases during the week, ten fatal.

The charge against the coolie who was arrested on suspicion of having caused the death of a horse at Messrs. Butterfield and Swire's on April 21st was withdrawn at the Magistrate's yesterday and he was discharged.

A general court of the Governor and Company of the Bank of England was held last month in Threadneedle-street for the election of the Governor and Deputy-Governor, which resulted in Mr. William Middleton Campbell being re-elected as Governor and Mr. Reginald Eden Johnston as Deputy-Governor.

The return of visitors to the City Hall Library and Museum for the week ending the 3rd May, 1908, shows that of non-Chinese there were 385 to the Library and 186 to the Museum and of Chinese 153 to the former and 278 to the latter. The Library was therefore used by 537 persons and the Museum by 2,965.

The friends of Mr. J. W. Osborne in the Colony will regret to learn of his death which occurred at the Kowloon Hotel of which he had for many years been the proprietor. The funeral takes place this evening at Happy Valley, and members of the St. John's Lodge of Freemasons, of which he was a member are invited to attend.

In the Canadian House of Commons on April 8th, Colonel Hughes entered a strong protest against the proposed extension of Indians under the Bill amending the Immigration Act. He said that he would rather have one Indian who fought for the Empire than a hundred Yankees who came across the border and immediately endeavoured to upset existing conditions of law and order.

Another gambling raid fatality took place on Saturday night. When the police visited 12 U Lpk Lane, West Point, for the purpose of executing a gambling warrant somebody gave the alarm and the usual panic ensued. One man leaped from a window on the first floor to the street below and struck his head on a door step. His skull was fractured and he died shortly afterwards in the hospital.

The party of Collier tourists mentioned in our advertising columns, arrived on Saturday by the Nippon Maru and are busy doing in the town. They are personally conducted by Mr. Leon Collier, President of the Company. The party includes Hon. and Mr. Gordon-Watley, Miss Carolyn Leese, Mr. and Mrs. Charles K. Payne, Mr. and Mrs. E. M. Townes, Mrs. Zoe Smith, Mrs. K. G. Halliwell, Mrs. W. S. Graham, Mr. T. L. Newell, Mr. D. E. Newell, Mrs. Percy Roberts, Miss Mary Maxwell, Mrs. N. E. Miller, Mr. Charles J. Shoemaker, Mr. R. H. Moran, Mr. Leon Collier.

Clever detective work on the part of Detective Sergeant Watt led to the punishment of a Chinese youth who had robbed his father's safe on Sunday it was reported to the police that the master of the shop at 5 Connaught Road Central had discovered that his safe had been opened and \$210 stolen therefrom. The sergeant found the safe open but intact, but also noticed a stool beside it with a footprint on it. This had evidently been used by the thief to climb the partition. The footprints were brought into the room and it was found that the measurements of the footprint corresponded with the size of the shoe worn by the son of the accountant. His room was searched and in his bag was found a brass key which fitted the lock of the safe. When charged with the theft he denied it and declared he had picked up the key in the street. However, he was arrested and then he admitted that he had been spending a lot of money with ladies and that he had taken the money to pay his debts. Sentence of one month's imprisonment was passed.

A card game that has been going on for seven years, and is expected to last five years longer, is in progress in Des Moines, Iowa. It is a game of cribbage for a million points between Colonel J. C. Loper and Mills Ward on one side, and Dr. W. N. Heaton and Samuel Neldig on the other. They are all prominent business men and cribbage enthusiasts. The game began seven years ago at the suggestion of Col. Loper. The players have met either Monday or Saturday of each week. Up to date four series of 100,000 points each have been played and the fifth is now under way.

The Waiwupa has sent an urgent telegram to the various Viceroy and Governors of provinces to investigate the peculiar conditions regarding the sale and tenure of land and house property within their respective jurisdictions; and from them to arrange amongst themselves what they may consider the best way of regulating the sale and purchase of real estate between Christians and the non-Christian inhabitants of the Empire. The regulations in question are to be sent up to Peking without delay.

Mr. D. E. Brown, having retired from active service with the Canadian Pacific Railway Company, after a continuous service of twenty-five years, fourteen being devoted exclusively to the management of the Company's affairs in the Orient, and Mr. Henry C. Macaulay, for the last ten years engaged in mercantile business in Dawson, Yukon Territory, have established at 555, Granville Street Vancouver, B.C., a General Railway and Steamship Ticket Agency, and in conjunction with same will do a General Insurance Shipping and Commission business, under the name and style of D. E. Brown & Co.

The Consul for Japan favours us with the following latest particulars of the loss of one Japanese training squadron, the *Mata shima*. Only 4 metres of the funnel are seen above the water at full tide. According to investigations up to noon of May 2nd, 3 officers, 24 midshipmen, 7 semi-officers and other crew numbering 205, were saved. The bodies of the Captain, one officer, 27 midshipmen one semi-officer, and 39 crew were found, but those of 21 officers, 6 midshipmen, and 3 crew are still missing. Being prevented by the huge pile of pieces of the broken material, it is very difficult for divers to discover the bodies.

The accounts of the Chartered Bank of India, Australia, and China for the year ended Dec. 31st last show a net profit, after providing for bad and doubtful debts, of £361,551, inclusive of £23,369 brought forward from the previous year. The interim dividend at the rate of 13 per cent per annum paid in October last on the old shares absorbed £52,000, and a further sum of £18,000 has been appropriated to pay a bonus of 10 per cent on the salaries of the staff. The amount now available is, therefore, £291,551, out of which £17,085 has been appropriated in payment of interest on the new capital to Dec. 31, 1907, and the directors propose to pay a final dividend on the old shares at the rate of 15 per cent per annum, making 14 per cent for the whole year; to add £250,000 to the reserve fund, which will then stand at £1,535,000; to add £10,000 to the officers' superannuation fund; to write off premises amounting £25,040; and to carry forward the balance of £1,943,313. The balance sheet shows current accounts at £5,587,890; fixed deposits, £6,701,901; bills payable, £1,743,119; cash in hand and at bankers, £2,761,781; Government and other securities, £1,103,987; bills discounted and loans, £3,011,730; and liability of customers for acceptances per contra, £1,226,633.

Manchester people are gratified at the announcement that the gradually diminishing rates levied by the corporation in respect of the Ship Canal will shortly disappear altogether. This means, of course, that this great undertaking, to whose rescue the Manchester Corporation so gallantly came, has so greatly improved its position that it will shortly be able to run alone again. It appears that Manchester now holds the fourteenth place among the principal ports of the country, having gone up one point in 1907. On the other hand, it has moved from the eleventh to the twelfth position in respect of foreign trade, owing to the isolation in the Plymouth, returns of the vessels which call there to land or to embark passengers. As regards coasting trade Manchester has risen from the thirty-fourth place in 1894 to the eighteenth position in 1907. Taken altogether the citizens of Manchester have reason to congratulate themselves upon the dogged determination which has carried the Ship Canal to its present position.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 4th at 11.30 a.m.—The barometer has fallen quickly over central and Eastern Japan owing to the depression which is progressing slowly northwards over Shikoku.
Pressure has decreased considerably over N. China where another depression is advancing Eastwards.
Pressure is relatively high over S. China.
Light or moderate variable winds are indicated in the Formosa Channel, and moderate N.E. wind over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood—N. or variable winds, light; fair.
Formosa Channel—Variable winds, light or mod. e.
South coast of China between Hongkong and Lamooki—Same as No. 1.
South coast of China between Hongkong and Hainan—Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE]

INDIAN FRONTIER-WARFARE.

LONDON, May 4th.

Twenty thousand Afghans have crossed the frontier. They attacked a British post and were repulsed.

CONSPIRACY IN INDIA.

LONDON, May 4th.

A conspiracy, which contemplated the use of bombs, has been discovered in Calcutta. Numerous arrests have been made.

OBITUARY.

LONDON, May 4th.

Baron Pollimore is dead.
[The deceased baron was born in 1837. He was an Alderman of Devon County Council.]

SHANGHAI SPRING MEETING.

SHANGHAI, May 4th.

The Spring Meeting opened to-day in excellent weather. The turf was springy and the racing good. Results:—

The Subscription Griffin Plate, three quarters of a mile:	
Cloud (Mr Springfield)	2
Gusler (Mr Burkill)	2
Kirkwood (Mr Johnstone)	3
Time 1-32 1/5.	
Criterion Stakes, one mile:	
Brooklyn (Mr Reid)	1
Kirkwood (Mr Johnstone)	2
Gemini (Mr Schorr)	3
Time 2-02 4/5.	
Griffin Plate, three quarters mile:	
Worcester (Mr Reid)	1
Bokor (Mr Miller)	2
Pearl (Mr Hayes)	3
Time 3-09 4/5.	
The Chaiyap Cup, one mile and a half:	
Manchu King (Mr Johnstone)	1
Morish (Mr Vida)	2
Swanee (Mr Hayes)	3
Time 3-05 4/5.	
The Poon-ming Cup, one mile:	
Sutley (Mr Hayes)	1
Warash (Mr Jones)	2
Coalfield (Mr Oughton)	3
Time 2-03 3/5.	
The Jockey Cup, half a mile:	
Pink (Mr Springfield)	1
Dufane (Mr Johnstone)	2
Outward (Mr Johnstone)	3
Time 58.	
The Jockey Cup, one mile:	
Successor (Mr Adler)	1
Rivenshoe (Mr Sparks)	2
Awake (Mr Springfield)	3
Time 2-03 3/5.	
The Kiang-nu Cup, one mile and three quarters:	
Bohemian Chief (Mr Hayes)	1
Hatchfield (Mr Oughton)	2
Sydney (Mr Schorr)	3
Dead heat for second place. Time 3-47 4/5.	
The Eclipse Stakes, one mile and a quarter:	
Best Friend (Mr Reid)	1
Bocephalus (Mr Schorr)	2
Frosty Morn (Mr Spark)	3
Time 2-37 4/5.	
The Chaiyap Cup, one mile:	
Kirkish (Mr Miller)	1
Tweedledee (Mr Little)	2
Kan (Mr Oughton)	3
Time 2-49.	

[REUTERS SERVICE.]

THE BRITISH ARMY.

LONDON, May 2nd.

Mr. Haldane speaking in Leicester said that recruiting for the new Territorial Army was most satisfactory, and that at least 30 per cent of the force was already in existence.

The homeward bound German mail last night had on board a distinguished passenger in the person of Sir Robert Hart, the Inspector General of Customs, who is going to England on a holiday which is expected to end in his retiring from the position which he has filled so ably. The "York" reached port about six o'clock and Captain Taylor, A.D.C. to H.E. the Governor, went on board as representative of Sir Frederick Lugard with an offer of entertainment which Sir Robert declined on the score of ill-health. Mr. Parr, Commissioner of Chinese Customs in Hongkong, and Mr. T. E. Coker, Deputy Commissioner, also called on Sir Robert Hart.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Silecia* left Shanghai on Saturday, the 2nd inst. p.m., and may be expected here to-day p.m.
The P. & O. str. *Candia* left Singapore for this port on the 30th ult. at 6 a.m.
The P. & O. str. *Ceylon* left Singapore for this port on the 2nd inst. at 4 p.m.
The J.-L.-F. Lijn str. *Typhni* left Macassar for this port on the 2nd inst., and may be expected here on or about the 10th inst.
The M.M. str. *Ernest Simons* with the French Mail of the 12th ult. and Mails from London of the 11th ult. left Singapore on Monday, the 4th inst. at 4 p.m., and may be expected to arrive here on Monday morning, the 11th inst., and will leave for Shanghai and Japan on the same afternoon.
The P.M. str. *Monteagle* will be due to arrive at this port, from San Francisco via Honolulu, Japan ports and Shanghai on the 12th inst.
The Boston str. *Kumorio* arrived at Manila on the 3rd inst.
The C.R.R. str. *Monteagle* left Yokohama at 3.30 p.m. on Saturday, the 2nd inst.
The S.M. str. *Polynesian* was delivered in Lyon on the 1st inst.

SUPREME COURT.

Monday, 4th May.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

A LIBEL ACTION.

The Tao Tai Wo Company, carrying on business at 107 Connaught Road Central, brought an action for \$10,000 against the proprietors printers and publishers of the Chinese newspaper the *Sai Kung Yik P.* for alleged libel, the libel consisting of a statement appearing in an article published in the newspaper charging the plaintiffs with having been associated with lawless characters in Manila.

Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, appeared for the plaintiffs; and Mr. M. S. Sade instructed by Mr. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for defendants.

The statement of claim stated that plaintiffs were merchants and carrying on business at No. 147, Connaught Road Central. The defendant was the proprietor, printer and publisher of the newspaper known as the *Sai Kung Yik P.* The plaintiffs had for many years carried on business in Hongkong and are well known as the Tao Tai Wo foreign goods firm. On the 5th, 6th, 16th, 17th, 18th and 20th days respectively of February, 1907, the defendants falsely and maliciously printed and published in the said newspaper a certain libellous article in the Chinese language referring to the plaintiffs firm. The words translated into English mean and were understood by those who published them to mean "if there are such things how can he seize the company's property as his own property; the Tao Yuen Hop are celebrated persons in the commercial circles of Manila; besides the branch shop Tao Tai Wo Leung they also have established in Hongkong the Tao Tai foreign goods firm. It cannot be said that they are rich persons and yet they have done such an act. It is not that owing to there being a great profit, their greedy mouth is watered for it as if it were watered for rain. It is not that they look strong in their outward appearance but are dried up internally, and as they find it unable to pay out the aforesaid amount they have compelled to do such an act. Recently we have seen their correspondence published in a Hongkong paper giving false allegations regarding the matter and we therefore give a little explanation here and make all our villagers and relations in the island know that between heaven and earth (i.e. the universe) there are such unjust and lawless characters." The defendant alleged that Tao Hang Leung was a member of a firm in Manila known as the Tao Yuen Hop who had absconded and had in concert with certain persons described in the article as unjust and lawless characters defrauded a certain company in Manila, and that the Tao Yuen Hop had established a branch firm in Hongkong known as the Tao Tai Wo foreign goods shop, meaning that the plaintiffs had been associated in business with persons who were lawless characters.

The defendants replied that the article was sent to the newspaper by certain persons who had signed their names etc., and the defendants were ready to publish an apology. Plaintiff had really incurred no loss or injury and defendants had paid \$500 in Court as sufficient to meet any loss the plaintiffs may have suffered.

Sir Henry argued that as the defendants had paid \$500 into Court the libel was admitted and it followed that plaintiffs were entitled to damages. The only question for the court, therefore was the quantum.

Evidence was called in support of plaintiff's claim, and the case adjourned.

THE MARINE INSURANCE MARKET.

The London correspondent of the *Times* writes on April 7th:—
The answer of underwriters to the recent judgment, popularly known as the "Araucaria Judgment," of the House of Lords has not long been delayed. It takes the form of a new constructive total loss clause, which in effect consists of the following words added to the old:—"And nothing in respect of the damaged or broken-up value of the vessel shall be taken into account." Thus underwriters by inserting these words in the Institute Hull Clauses maintain the principle under which constructive total loss was defined before the recent judgment; they contend that that principle has been satisfactory to the general body of ship-owners, and that a definition taking into account the "prudent uninsured owner" test would result in expensive litigation, costly to ship-owners and underwriters alike. The decision was reached at a company and Lloyd's underwriters, held at the Institute of London Underwriters yesterday afternoon.

NOTABLE CENTENARIAN.

At Skillington, a small village near Grantham, Mrs. "Hannah" Barsall, a wonderful old lady, last month kept her 104th birthday. Born at Wyomondham, Leicestershire, Mrs. Barsall married at 23, enjoyed sixty years of wedded life, and had fourteen children. Altogether, her descendants now number close on 100. Her faculties are astonishingly well preserved, and she has a most retentive memory. She recalls the fact that the clergyman of her native village was taken prisoner at the battle of Waterloo, and for two years Wyomondham had no rector. She recollects the famous prize fight at Thistleton Gap between Gribb and Molyneux. Her aunt, she boasts, was the first person to make the famous Grantham gingerbread. In the summer of 1905 Mrs. Barsall was delighted with a twenty-two miles ride in a motorcar through the kindness of the then mayor. On that auspicious occasion she had tea with the mayors at that lady's own house. This is a memory that is dearly cherished. "Needlework and knitting" are favourite occupations of Mrs. Barsall—and without the aid of glasses. She even takes digging exercise in the garden in the early morning. Her health, indeed, is remarkably good, and she is as active as many people decades her junior. One of her most valued possessions is a letter received from the King on her 100th birthday.

TIENTSIN.

(FROM OUR CORRESPONDENT.)

April 22nd.

TAKU BAR.

Sir Robert Bredon has just come forward to help the port of Tientsin out of a serious difficulty. As all shipping people in Southern as well as in North China, are aware, the Taku Bar has long been an impediment to the progress of Tientsin as the principal shipping port in the North. The improvement of the Peiho Channel is equally necessary and pressing. For three years past the Haiho Conservancy Commissioners, the Tientsin Hong, the British Municipal Council, and the leading shipping firms using the port—all of which latter have head offices or important branches in other ports also, have been discussing various schemes, engineering and financial, for the improvement of the Bar and river from the navigation point of view. But even in connection with this one matter the special interests of all these bodies are not identical. All may be said to be pro-Tientsin and pro-river-and-harbour improvement except the shipping companies, amongst whom I include the Tug and Lighter Companies (Messrs. Butterfield and Swire being one of these and the Taku Tug and Lighter Co., another). These latter are not particularly concerned about the future of Tientsin as a port so long as they can land their cargoes and take freight aboard at Tangku or Chiuwangtao. And so when called upon to pay their share of the cost of Bar and harbour and river improvement works they have sometimes—decried—and always—delayed—and deferred the matter.

For two years past the Haiho Commissioners have had the services of Mr. T. Ferguson, now Commissioner of Native Customs in Tientsin, a Dutchman and an amateur Engineer of unusual ability and originality. Mr. Ferguson adapted for the purposes of bar improvement at the mouth of the river a raking appliance, the use of which, at comparatively small cost, added several inches to the depth of the channel across the Taku Bar. But this year opened without any funds being forthcoming to continue the work. The Haiho Conservancy Commissioners had two schemes of operations—one for a continuation of Mr. Ferguson's raking work in the New Channel, this being only temporary in character and effect; and the other a permanent scheme based on a report and recommendations by Mr. de Rijcke, the engineer, of Shanghai. But the shipping companies, without positively objecting, dallied and delayed, and only last week consented to a scheme of temporary taxation for this year only to enable Mr. Ferguson's raking work to be carried on during the present summer and autumn. Even then there were certain formalities to be gone through which would have postponed till late in the year any practical work in the Bar channel, and when autumn came the channel might have silted up.

Now, however, Sir Robert Bredon, Acting I.G., I.M.C., has come forward with a loan to the Haiho Conservancy-Commissioners, and this will enable work at the Bar to be commenced forthwith and will render the Commissioners independent for this year at any rate, of the shipowners. Sir Robert's action has the strong approval both of the Chinese authorities here and of the Chinese Central Government in Peking. Correspondingly, it has caused the action of the shipping interest to appear in a more unfavourable light than ever. Future development will be very interesting to watch.

THE LATE MR. F. O. SEATON.

Hongkong and other South China readers will hear with regret of the death at his residence, "Shamoun," Brighton Road, Purley, Surrey, on March 25, of Mr. Frederic Ogley Seaton, who was retired from the British Consular Service on account of a breakdown of health. He was British Vice-Consul at Macao from 1893 to 1906. He was 63 years of age, and was well and favourably known in Macao, Hongkong, and Canton for at least twenty years prior to 1906, when he returned to England.

Mr. Seaton was a son-in-law of Mr. and Mrs. C. J. Cole. Mr. Cole too was well known in Hongkong and Macao, as well as in Singapore and Penang; he was on the staff of the Eastern Extension Telegraph Company successively at Singapore, Penang, Rangoon, Malacca, Singapore again, Shanghai; and in charge as Number One at Macao, Luban (British North Borneo), Penang again, Adelaide (S. Australia), Perth (W. Australia), and Penang again. He is now Number One in charge of the Tientsin office of the company. Mrs. Seaton spent the greater part of her life in the Far East, and there is some possibility that she may come out here instead of spending her widowhood in England where she has comparatively few friends.

HART HONOURED.

Sir Robert Hart had a magnificent send off from Peking. The Chinese Government sent 1,600 troops as a guard of honour, this being equivalent to the guard of honour of a prince of the blood. All the Foreign Legations sent guards of honour, and there were several bands including Sir Robert Hart's own Band of which he is so naturally proud.

THE VOYAGE OF THE AMERICAN FLEET.

INVITATION TO VISIT AN ENGLISH PORT.
An invitation to the American fleet not only to avail itself of the facilities of British naval stations abroad but also to visit an English port has, it is understood, been received at Washington. That the first part of the invitation will be gratefully accepted is hardly doubtful, but pressure of time, it is feared, may render it impossible for the fleet to visit England. More than a week ago the President said that after leaving Eastern waters the battle ships would be unable to make any stops except for coaling purposes. It is possible, of course, that he may change his mind, and the fact that the invitation, though transmitted some days ago, has not yet been officially published, seems to indicate that it is receiving careful consideration and that the authorities desire, if possible, to follow the Mother Country's suggestion that they visit the Colonies, as well as the Colonies, before returning to the fleet.

CORRESPONDENCE.

THE BILL TO AMEND THE PUBLIC HEALTH AND BUILDING ORDINANCE.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR, Mr. Osborne's speech in the Legislative Council on Thursday last will, I believe, commend itself to most thinking men in this Colony. He dealt with a thorny subject in a broad and statesmanlike spirit, and set an example which, I hope, will be followed in all future discussion on the Bill. It seems to me that if only people in their criticism on the Bill and on the higher officials responsible for the administration, and amendment of the Ordinance, would assume that all are trying to do their best for the sanitation and general welfare of the Colony, their criticism would carry more weight and raise less antagonism than much of the criticism hitherto directed against the amendments proposed by the Government.

I do not mean to suggest the approbation of the good intentions of the administrators of the law should blind us to their faults, but that appreciation of their intentions will render correction of faults easier and more certain.

In the general interests of the Colony a Building Ordinance imposing restrictions on owners of land is necessary, but a satisfactory Ordinance should be clear and definite, so that owners should be able to calculate with reasonable exactness what they can make of their land. Building sites in the Colony vary between wide extremes in their desirability from a sanitary point of view. An area of 150 ft. by 60 ft. anywhere will accommodate a fair-sized Chinese house with all the restrictions as to roofed-over area at present in force, but the house built thereon will be more or less sanitary according to its position relative to neighbouring open spaces. It is obvious that a house built, say, facing a road on the sea front, or with a reasonably wide lane at the back, will be more sanitary than a similar house built facing a back street or with only a 6 ft. scavenging lane at the back. But under the Bill the same main requirements are laid down for houses everywhere, and a power given to various authorities to grant exemption from the prescribed requirements in meritorious cases. The power of exemption are almost unlimited, but no principles are laid down to guide the exempting authority—no regulations to guide an owner in estimating what he can put land to in an exceptionally open locality in the event, say, of his desiring to replace old houses with new. The consequence is entire uncertainty in any given case as to what will be permitted and what will not, and uncertainty which under the present system cannot be ended until the owner has gone to the expense of having plans prepared and sent in to the Building Authority, and after many weeks' delay has succeeded in getting various exemptions granted.

It is very difficult to lay down certain general principles and to frame a statutory scale of requirements in typical instances; e.g., for corner houses, for houses with lanes at the back open at both ends, with lanes open at one end, with lanes exceeding a certain width, for houses in streets exceeding a certain width, for houses less than a certain depth. This could be done by laws with some few alterations of the Ordinance, and until this or something of the kind is done, so long will there be general dissatisfaction with the administration of the Ordinance. The unfettered discretion of any official or body of officials—however eminent applied to building problems necessarily leads to uncertainty, and it is largely uncertainty as to what will be permitted, or what will not, in the future that is strangling building enterprise in this Colony.

The power of granting exemptions conferred in most cases upon the Building Authority with an ultimate appeal against the exercise of his discretion to the Governor in Council. The principal objections to this scheme are that the personal element has undue weight, there is no guarantee of continuity of policy, there is no record of decisions kept in an available form for the guidance of owners, no principles are formulated in accordance with which applications will be refused or granted, and the procedure of the tribunal of appeal is unsatisfactory. These objections can be to a large extent modified or removed by amendments some of which have been suggested above and others indicated below, and if that is done, I believe the scheme as a whole will be the most workable that can be devised under the present circumstances of the Colony.

The Building Authority is probably the institution in the Colony most capable of giving an independent and unbiased judgment upon the sort of questions with which he will be called upon under this scheme to decide. But he is an individual and human, does his work in private without having to formulate the reasons for his acts, as, for instance, a judge or a statesman has, and is sometimes one individual and sometimes another. Consequently he will be influenced by personal predilections, and there is a grave risk of lack of continuity in policy, hence the necessity recognised in Bill and Ordinance of providing an appeal from his decisions.

The tribunal of appeal provided is the Governor in Council, which consists of H. E. the Governor and a number of official and unofficial members, among whom is always the Director of Public Works. For an appeal tribunal to be satisfactory, it must be competent and unbiased, its procedure must be such as to give each party to the controversy upon which it has to adjudicate a fair and equal opportunity to state his case and answer the case of the other side, and it should be public, or at least its decisions should be publicly and fully recorded in an understandable form, especially in

the case of an appeal from the decision of an officer who necessarily does his work in private. If these are the main requisites of a satisfactory tribunal, the present system must be materially amended before it can be considered satisfactory. In the first place the Director of Public Works is also the Building Authority, and takes part in the deliberations of the Council and advises the Governor upon his own acts as Building Authority without the person who is appealing against his decision having any opportunity of meeting, or even knowing the arguments he advances in support of that decision, and in the second the proceedings of the Council are secret and no record of its decisions or of the reasons or principles upon which it has acted in coming to a decision is available to any of the public. That the Governor in Council under the reformed procedure would be the best available, though not an ideal, tribunal I personally believe; at any rate, no other has as yet been suggested which would compare with it in essentials. The reforms required are obvious. The D.P.W. must, for the purpose of the fair exercise of this appellate jurisdiction only, be deprived of his privileged position, and whatever advice or reasons he gives H.E. or the hon. members of the Executive Council in support of his decision as Building Authority must be either communicated to, or advanced in the hearing of the party appealing, in such a manner as to give him a fair opportunity of answering the case made by the Building Authority. Merely to give the party appealing the right to appear personally, as is proposed in the Bill, is utterly illusory, and does not meet the real objections to the present procedure.

Under the Bill and Ordinance as they stand the Building Authority is practically an autocrat. There is, as is shown above, no effective appeal against his decisions on questions in which he has a discretion, and the number of these it is proposed to enlarge enormously, and on questions as to his duties and obligations and the extent and nature thereof he is the sole judge. No legal proceedings of any sort can under the Bill be taken to test the accuracy of his judgment or to compel the performance of his duties. The sole remedy left to an owner is to refuse to obey an order and let the B.A. prosecute him, and then defend himself by showing the illegality of the Order, but in cases in which the Building Authority breaks the law by not performing an act he ought to perform, the owner has absolutely no remedy if the B.A. has done what he has "done bona-fide for the purpose of executing this Ordinance." He cannot bring an action of any sort against the Government because the act complained of is a wrong, so that no action will lie and he cannot bring an action of any sort against the individual officer by reason of the provision in the Bill.

The Building Authority by a strained interpretation of any one of a very large number of the sections of the Ordinance could inflict damage amounting in the aggregate to many thousands of dollars on the property owners of the Colony and as matters stand there is no means open to the victims of compelling either a correct interpretation of the law or reparation for injury inflicted. Mr. Pollock has put forward a proposal in the Legislative Council which it accepted will afford a cheap and speedy means of obtaining an authoritative interpretation of any section of which the meaning is in dispute. The method is one which has been found by practical experience to work well in the case of disputes as to the proper interpretation of wills and instruments regulating trusts, to which purpose it was first applied not very many years ago. I am not aware of any instance in which it has been used for the interpretation of a statute but there is no reason why it should not work equally well and relieve property owners in this Colony of the necessity of employing a more cumbersome and expensive procedure to ascertain their rights in the same way as it has relieved trustees and exors.

If amendments on the lines I have indicated above are made in the Ordinance, I believe it will in future work with as much smoothness as such a stringent Ordinance ever can work, but without some such amendments there will be never-ending friction between landowners and the Government.—Yours, etc.,

MARC S. W. SL. DE.

BRITISH NAVAL OFFICER'S PERILOUS ADVENTURE.

TWO DAYS IN AN OPEN BOAT. A remarkable adventure recently befell Commander Maclellan, of H.M.S. "Seyla." On the 18th March, the commander went out alone in a small sailing ship for some fishing. He did not return that day, nor the next, and the gravest fears were entertained as to his safety. Local steamers, fishing smacks, and craft of every description lent their aid in making a search in the neighbouring waters, but it was not until the 20th March that the officer was picked up in the Caribbean Sea, about 30 miles from Carlton, Grenada. He was in a very bad condition, having had nothing to eat or drink for two days.

The tale he had to tell when somewhat recovered was a most thrilling one. It appears that coming to a sharp gale springing up the keel of his boat was broken and the boat capsized. For two days he had to fight constantly for his life. His little boat turned over and over like a porpoise almost continuously, and it was with the greatest difficulty that he was able to keep his head above water. To add to the terror of the situation, he was attacked by sea-birds, and had to beat them off with a plank, which he tore from the boat.

One young shark got into the boat. The commander kicked it out, and a smart blow on the tender part of the snout with the plank caused the shark to seek more congenial waters. Commander Maclellan had got so used to eating glimpses of vessels while he was hunting for him that he could hardly realise that they had actually sighted him when they came to his rescue. His tongue and throat were so swollen that he could scarcely swallow.

There were great rejoicings in Grenada when the news of the rescue was made known. Church bells were rung, rockets fired, and a public thanksgiving service was held, at which the Bishop officiated, and the Governor and chief officials of the island attended.

THE PROBLEM OF ASIATIC IMMIGRATION.

NATIONALISM AN IMPERIAL QUESTION.

A paper on "The Imperial Problem of Asiatic Immigration" was read before the Society of Arts by Mr. Richard Jebb, author of "Studies in Colonial Nationalism." The chair was taken by Mr. Alfred Lyttelton, M.P., and in the audience were Lord Amthill, Count Hirokichi Muten (First Secretary, Japanese Embassy), Sir West Ridgeway, Mr. Macmillan, M.P., Deputy Director of Labour, Canada, Captain Marchand Collier (representative of the Australian Commonwealth), Mr. Ross, M.P., Sir J. La Touche, and several of the Australian Agents-General.

Mr. Jebb, in the course of his paper, expressed the opinion that the divergences of opinion and of policy which had divided the Empire on the question of Asiatic immigration might be traced to the presence of two main factors, namely, indigenous nationalism and the direct export of Asiatic labour, upon a considerable scale. The early nineties, when the grant of responsible government to Western Australia and Natal completed the roll of self-governing Colonies, marked a transition in the political evolution of the question. Taking the half century before this transitional point, Mr. Jebb divided the Empire into three zones of opinion and policy: 1. The Pacific Zone, embracing countries bordering the Pacific Ocean, namely, the Eastern Asiatic Colonies to New Zealand, British Columbia, and the Pacific States of the American Union. Here indigenous nationalism, combined with direct experience, resulted in a demand for stringent restriction of Asiatic immigration, if not complete prohibition; 2. The Indian Ocean zone, embracing countries bordering the Indian Ocean, and including, especially, the Crown Colonies of Western Australia and Natal. Here direct experience, not being combined with indigenous nationalism, resulted in the sanctioning of regulated, 3. The Atlantic Zone, embracing countries bordering the North Atlantic, namely, the United Kingdom, Eastern Canada, and (incidentally) the New England States. Here indigenous nationalism, not being conditioned by direct experience of Asiatic immigration, resulted in hostility to the idea of restriction, and a desire to restrain that tendency elsewhere.

The ultimate and decisive ground of objection was either that the wit and the colour of the Asiatic races were not to be compared with those of the white races, or that they produced a social type inferior to the Anglo-Saxon. Accepting this argument the case against allowing coloured immigration upon a large scale seemed to be unanswerable, except by denying the right of indigenous nationalism, which no one ventured nowadays. The ancient civilisation of the Asiatics had endowed its children with aptitudes far above the sphere of unskilled labour, for which purpose alone the British colonies ever felt an actual need of their services. The author entered a protest against the popular fallacy that the policy of the Pacific Zone was dictated merely by the selfish insistence of well-to-do and rapacious labour. The opinion and policy of the Pacific Zone seemed to have become more determined and decided as time went on. Subject to an essential modification it had already captured the Indian Zone, and bade fair to capture the Atlantic Zone before long. Dealing with the period after 1890 Mr. Jebb referred to the Colonial Conference of 1897 as having occasioned the first effort to systematise the practice of the Empire on the question under review. As a result of the Conference Australia, New Zealand, and South Africa had by this time adopted the principle of the Natal Act. The purpose for which the Empire existed, he maintained, was the promotion and protection of Nation-States, and it followed that Imperial citizenship could not confer any rights inconsistent with that purpose, or the right of any citizen to settle in any State where his presence would be injurious to its national civilisation. It had been suggested that by way of compensation for their exclusion from South Africa the Indians should have East Africa set apart for them. There was no objection to this proposal in Imperial theory, unless the local natives have a case. A mere practical recognition of their Imperial rights would be to satisfy their desire—expressed by the Nations Congress—for a final system like that of the United States, which had devised to develop their own industries, and to make India a self-sufficient economic unit. This would not only tend to diminish the economic need for emigration, but would show that the Imperial purpose of promoting and protecting Nation-States is not formulated for the exclusive benefit of the European race. Assuming the duty of the Empire to protect the Nation-States up to the limit of the capacity for resistance, was there any better way of restricting Asiatic immigration than that of the Colonial Conference of 1897? The answer was that the Empire had the moral not only of universal application, but also of elasticity. By varying the nature of the "education test" and the amount of discretion given to the officer, the Natal principle might be worked so as to restrict either prohibitively or in moderation. Looking ahead, he saw no reason why the purpose of the Empire, as he had defined it, should not come to be fully expressed in Imperial organisation and Imperial policy.

The Chairman, opening a discussion on the paper, expressed the view that the conclusion which Mr. Jebb had arrived at was substantially true, namely, that the self-governing Colonies were irrevocably determined not to admit the effective competition of Asiatic races. Notwithstanding what Mr. Jebb had said, he believed that the principal cause of this determination was an industrial and Trade Union cause. A second cause was that the races did not have the same training in the past, and the confidence, St. Barbara has shown that the Fleet is not given the opportunities for making itself perfect in gunnery or in battle practice. That being the case, how can comparative statistics give a sensible man grounds for supposing that in the next war the British Navy will win its battles? Sea fights are not won by ships, but by the men in them, by the judgment and determination of the officers, and the fighting training given to the crews. These things are left to the Admiralty, of which it is now clear that it has neglected them, as was likely enough, seeing that for twenty years, in answer to every criticism made upon it, the Admiralty by the mouth of every civilian First Lord has asserted itself to be perfect, and seeing that the last public utterance of a First Sea Lord was to request the nation to go to sleep on the subject of its Navy. The right way for the citizens was to rely upon the officers and men of the Fleet for their security is to interest themselves in the effort to procure for those officers and men every advantage of training and opportunity that money can procure, and to take note of every warning that comes from the Fleet that all is not well with its preparation for war. A vigilant public will produce an efficient Admiralty. A careless public will go to sleep, according to the advice given it at the Guildhall, and will awaken too late, when war has begun and the defects of training can never be made good.

IMPERIAL GOVERNMENT SHOULD NOT PERMIT ANYTHING TO BE DONE BY A COLONY WHICH WOULD HURT OUR INDIAN FELLOW-SUBJECTS.

Sir West Ridgeway said that if the "Imperial citizenship" of which the author of the paper spoke was to involve the right of Asiatic subjects of the King to free entry and residence in all parts of the Empire it was a fiction. It was a fiction because it was impossible, and would not be accepted by the self-governing Colonies. It was not only impossible, but even, if it were possible, would be inexpedient.

Mr. Arthur H. Reid and Mr. Ross, M.P., also took part in the discussion.

NAVAL EXERCISES.

A CRITICISM. We should like to say a word on behalf of the forgotten man, of the man whom the House of Commons never considers when the voter never sees, and whose interests suffer more than he or they are ever aware of, namely, a London Journal. The forgotten man is the man who lives on one of the King's ships as an officer, seaman, or gunner of the Royal Navy. He is the man upon whom the freedom and independence of the British voter depend; the man upon whose shoulders rest the British Empire and British trade. The proof that he is forgotten consists in the fact that he is not given a fair chance. What is the chance that every man who is worth his salt always wants? Not money. First-rate men are content with wonder at little of that. The chance that a man wants is the chance of doing his work as well as it can possibly be done. The officers and men of the Navy, a body of picked men of splendid build and spirit, and as keen as men can be, are kept back by a system that ought to have been broken down twenty years ago. If at system has its centre in the Admiralty Office in Whitehall, which ought to be the greatest institution in the world for the study of war, and ought to be applying an ever-deepening knowledge of war to the perfection of every part of the naval effort and the training of the officers and men of the Navy, and to be always devising opportunities for such practice. But it does not. When a year or two ago the new course of study for cadets and young naval officers was officially expounded it was found to provide instruction in every subject but war, which had no place in it. This is not fair to the officers, because unless their whole activity in peace is governed by a knowledge of the conditions and activities of war they will when war comes be unprepared for it. Yet their wish is to be better prepared than the officers of any other Navy.

That the theory of war is neglected has long been known, so long, indeed, that some attempts have been made to put an end to the neglect and a War College has been founded, at which, it is to be hoped, that good work is done. But how far the neglect goes is revealed by the articles on "Pool Gunnery in the Navy," of which *Blackwood's Magazine* for April publishes the third. The writer of these articles is not open to the charge of being a landman with a prejudice. He is evidently a naval officer of long experience, and the revelations which he makes are astounding. He has already shown how naval gunnery is reduced to a minimum by ill-judged economy, how that minimum is devoted not to the improvement of the service, but to the advertisement of the Admiralty, the now touches the subject of gun defence against torpedo attack by night. We hope everyone who cares about the country's security will read his paper. "The range of the torpedo," says the author, who calls himself "St. Barbara," "exceeds that of the searchlight." Thus the difficulty of the battleship at night is to see and destroy the torpedo-boat before she has fired her torpedo. The practice by which the crews were prepared for this danger was to prepare for day-fight at fixed targets a thousand yards distant while the ship moved at twelve knots. This is not a sufficient preparation for firing at a torpedo-boat moving at a great rate in the dark. More recently there has been a very limited amount of firing at night by half the crews, the other half being supposed to be in their cots asleep. But the men had had no previous practice in firing at night.

The unfortunate captain, "St. Barbara," has started in teaching them that the first principle is to teach them the lessons already learned to methods he intends to employ as a responsible unit of an admiral's fleet to defend his ship. St. Barbara contends that "this is inviting disaster, and is not the way to train a Fleet for war."

The last war has shown how a Fleet may be hampered by the dread of an enemy's superiority in torpedo craft. But the British Admiralty has for years slept on the assumption that every enemy is to be defeated by day-fight at fixed targets, the product of neglect to study war. An enemy who believes himself inferior does not make war unless his Government has gone mad. So long as he has that belief he avoids gunnery and tries to perfect his preparations until he is sure that he is superior, if not in expenditure, at any rate in knowledge and skill. The practice of Great Britain is to praise her sailors and to believe in them, but not to take the right means of enabling them to deserve the praise and the confidence. St. Barbara has shown that the Fleet is not given the opportunities for making itself perfect in gunnery or in battle practice. That is a dangerous thing for a Navy which is held to rely on the size of its battleships, which is certainly not what Drake and his spiritual descendants relied upon. But the theory that big ships make up for everything, like the theory that an enemy will take the first blow on himself inferior, is the product of neglect to study war.

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WINE, SPIRIT & CIGAR MERCHANTS,

13, QUEEN'S ROAD CENTRAL.

Hongkong, 5th May, 1908.

MANCHURIAN RAILWAY.

AMERICA AND THE "OPEN DOOR."

The *Standard's* Correspondent at Berlin wrote on April 5:—"The 'Cologne Gazette' publishes the following despatch from Peking, under the title 'England, Japan, China, and the Railways in Manchuria':—

"Negotiations have begun here between China and Japan regarding the projected railway from Hsiao-min-shan to Pakamen, in Western Manchuria, for which the Chinese Government have granted a concession to an English company, but against the construction of which Japan has made various protests. An exchange of views has taken place between London and Japan, and the Japanese Ambassador in London received instructions to declare that Japan has no intention of clearing the 'open door' in Manchuria, but only desires that China should respect the promise given in the Peking Treaty of 1905. It is extremely probable that the railway interests will then extend northward of the Great Wall, which was formerly recognised in London as the boundary of Russian interests. Since the war England no longer recognises this boundary. This is one of the advantages which England derived from the war, but which she is now exploiting in opposition to Japan."

The "Frankfort Gazette" states that in reason to believe that the American Government will be isolated in their attempt to oppose Russian ambitions in Northern Manchuria. The American Government have endeavored to emphasise the sovereign rights of the Emperor of China in Northern Manchuria by instructing the American Consul at Harbin, Mr. Fisher, to regard himself as accredited solely to China and to pay no attention whatever to any Russian authorities in his district. Mr. Fisher refused to recognise in any way the Russian authorities at Harbin, and it has become evident that the United States of America desire to demonstrate in this way their adhesion to the principle of the integrity of China. The American Government hope thereby to check any Russian and Japanese plans which may tend to close the "open door" in Manchuria, and also to obtain the support of the other Powers in this movement. The "Frankfort Gazette" believes, however, that Great Britain regards the injury done to her own interests in Manchuria with complacency, while Germany declared, before the Russo-Japanese war, that she could not be a party to the guarantee of the integrity of Manchuria. France will probably raise no difficulties in opposition to a union, so that the American Government will be reduced to the necessity of carrying out its Manchurian policy without extraneous aid.

The "St. Petersburg 'Slovo,'" which reflects opinions held in official quarters, referred the same day to the dispute reported from Harbin, where Mr. Fisher, the United States Consul, alleging that he is accredited solely to the Chinese Government, refuses to recognise Russia's status—a line of action which has resulted in representations being made to Washington. The "Slovo," in commenting on the matter, writes:—

"It is possible that America may be seeking to ingratiate herself with China at the expense of Russia, with a view of eventualities in the Far East, but questions concerning Russian jurisdiction in the railway area are referable only to China as regards to Japan, with whom Russia has special treaties. If neither of these Powers formulates a demand it is impossible for America to do so independently. That country has chosen an unfortunate case if it intends to appear in the rôle of China's guardian."

Mr. Ro, Secretary of State, and Baron de Rosen, the Russian Ambassador, had a conference, presumably on the subject of Russia's sphere of influence in Manchuria. It is understood that America's position will be maintained until a basis for Russia's authority has been shown sufficient to warrant the recognition of Russia's jurisdiction in Manchuria.

TABLE OF LOST FORTUNE.

FALL IN SILVER DID IT.

A remarkable tale of a lost fortune was told last month by James Dyer, aged 52, a stout, clean, who was sentenced at Brighton Quarter Sessions to fifteen months' hard labour for stealing as bailee two horses, a phaeton, and harness value £200, the property of Mr. Joseph Nye, jobmaster, on February 13.

At one time the prisoner, who was a cotton spinner employing hundreds of hands at Preston, Lancashire and was worth between £75,000 and £80,000. He shipped large quantities of goods to the East, and he also devoted considerable time and money to public work. Among various public positions he filled was that of chairman of a Cheshire district council, poor-law guardian, and lay representative on diocesan conferences.

A heavy fall in the value of silver, he added, entirely changed his position, and drove him into the bankruptcy court. His failure to obtain satisfaction during the past three years had caused him such distress of mind that he had not been responsible for his actions.

The police, said the prisoner, hired a Ralli car and horses at Tunbridge Wells last July, and nothing had been seen of the property since. While prisoner was staying at the Hotel Metropole, Mr. Nye, in reply to a telephone message, sent round the phaeton and horses, and the prisoner drove off with them, declining the service of a coachman. One horse he sold at Leicester for twenty eight guineas; and the other horse and carriage were in his possession when he was arrested at Wimbledon.

ECZEMA COVERED FACE AND CHEST

Little Boy Suffered Very Badly—Under Medical Care for Weeks—Became Steadily Worse—Doctor Said It Would Last for Years—One Box of Cuticura Cured Him.

MOTHER RECOMMENDS CUTICURA TO FRIENDS

"Two years ago my little son was suffering very badly from eczema. I took him to a doctor, who attended him some weeks and still he got worse. Sores completely covered his face and chest. Being dissatisfied with his treatment, I took him to another. I tried his remedies and still my boy grew worse. The doctor also told me that the eczema would not go away for years. One morning I saw an advertisement of Cuticura and made up my mind, then and there, to give it a trial. I purchased one box of Cuticura Soap, and one tablet of Cuticura Ointment. After using them the first few days, one saw a great change. The eczema was completely gone in three weeks. We still have some of the Ointment left and continue to use Cuticura Soap. I have always done my best to advertise Cuticura to my friends, which I feel my duty. Mrs. Phyllis Duke, 30, London Road, Staines, Middlesex, July 3, '07."

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

SANATIVE

Antiseptic Cleansing Is Best Accomplished by Cuticura.

Women, especially mothers find Cuticura Soap Ointment, and Pills the purest, sweetest, and most effective remedies for eczema, scalding, purifying, and healing the skin, scalp, hair, and hands, for the treatment of all skin diseases, and all ulcerative conditions, as well as for restoring to health, strength, and beauty, pale, weak, nervous, prematurely faded, run-down women.

Cuticura Remedies are sold throughout the world. A. J. C. Cuticura, 100, N. York St., New York, U.S.A. Sole Agents for the British Empire: Messrs. J. B. A. Potter, Ltd., 100, N. York St., New York, U.S.A. Sole Agents for the British Empire: Messrs. J. B. A. Potter, Ltd., 100, N. York St., New York, U.S.A.

48-20

SPORTS IN MODERN JAPAN.

At a meeting of the Japan Society held at 20, Hanover square, Mr. Tansuo Mitsuhashi, third secretary of the Japanese Embassy, read a paper on "Sports and Physical Training in Modern Japan." There was a large attendance, and Sir Albert Rollit presided. In the course of his paper, which was illustrated by lantern slides—lecturer stated that the main features of physical training in the schools were compulsory military drill, on the one hand, and fencing, judo, and baseball, on the other, which were practised voluntarily every day after lessons. These were supplemented by swimming and boating during the holidays. Reserve officers of the army, assisted by sergeants, were usually appointed military training instructors to the schools, and service rifles of an old pattern were provided by the State. Once or twice a year the students were organized into battalions or companies and fully equipped with arms and ammunition, were taken into the country for a week or so under their officers, for manoeuvres under true military discipline. Universal service being in force, all men between 17 and 40 years of age were under the obligation of military service in the Kokumungun, or national army, if called up in a time of emergency. So far, however, it had not been necessary to organize the national army in time of war, and consequently it was impossible to say whether the military training given in the schools had been any effective result in actual warfare. But for its main purpose of physical development it had proved very successful. In fencing the practice sword was made of bamboo and had a handle about 1 ft. long, which was held by the fencer with both hands. Japanese experts were of opinion that this method of using the sword with both hands was more effective in real combat than the European practice of wielding the weapon with one hand only. Judo was a modified form of jujitsu. The purpose of jujitsu was by choking or striking some part of the opponent's body to render him incapable of resistance. The purpose of judo was mainly physical culture. Swimming was also a national sport in Japan. Boating, of Western origin, had become very popular with students. But among the crews at the regatta of the various schools, not a single member of the fair sex was to be seen except as a chance passenger in a passing steamboat or ferry. In Japan judo did not go to the front. The American sport of baseball had a great vogue. Football had also been introduced, but it had not become so popular as boating or baseball. Tennis was a favourite amusement among quiet students and young ladies. On the whole, Japan was very fortunate in regard to climate, beautiful sunshine prevailing all the year round, so that outdoor sports were not marred by natural conditions, except by occasional rain. A vote of thanks was passed to the lecturer, on the motion of Mr. W. C. Cresson, chairman of the Japan Society, seconded by Count Mutsu, of the Japanese Embassy, and supported by Mr. East, A.R.A.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DELTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., or a.s. Victoria.
From Persian Gulf or B.I.S.N. and
B. & P.S.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 29th April, 1908.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO."

Captain Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees, risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th May, at 8 A.M.

All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN TOMES & Co.,
General Agents.

Hongkong, 1st May, 1908.

NORDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, 1st May, 1908.

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AND ENGINE WORKS,

YAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 84 "

Width of Entrance on Bottom... 84 "

Water on Blocks at Spring Tide... 84 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 28 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 364 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

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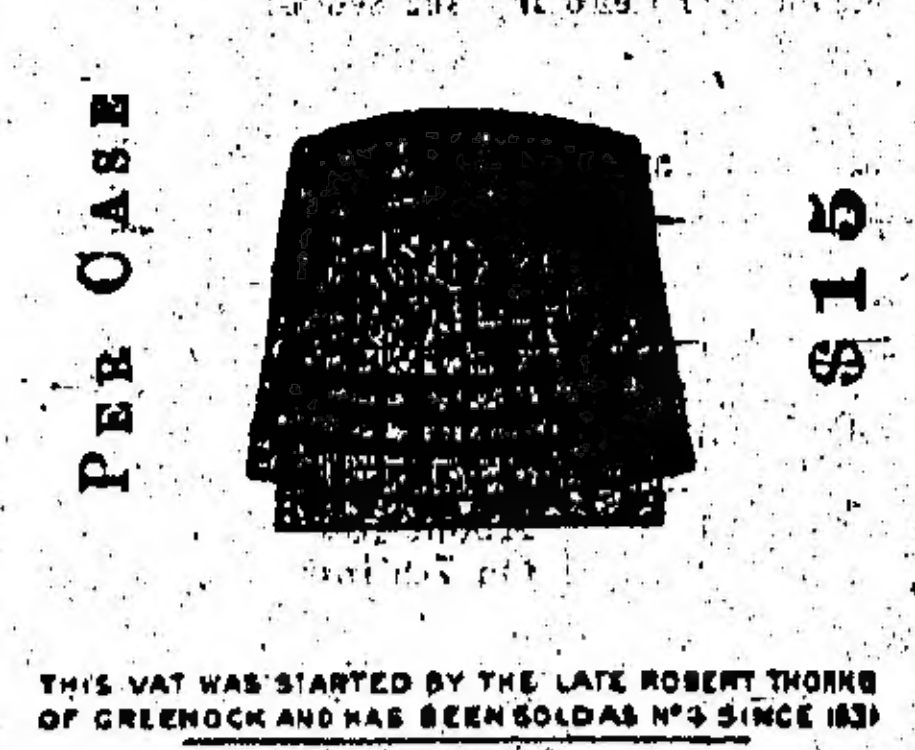
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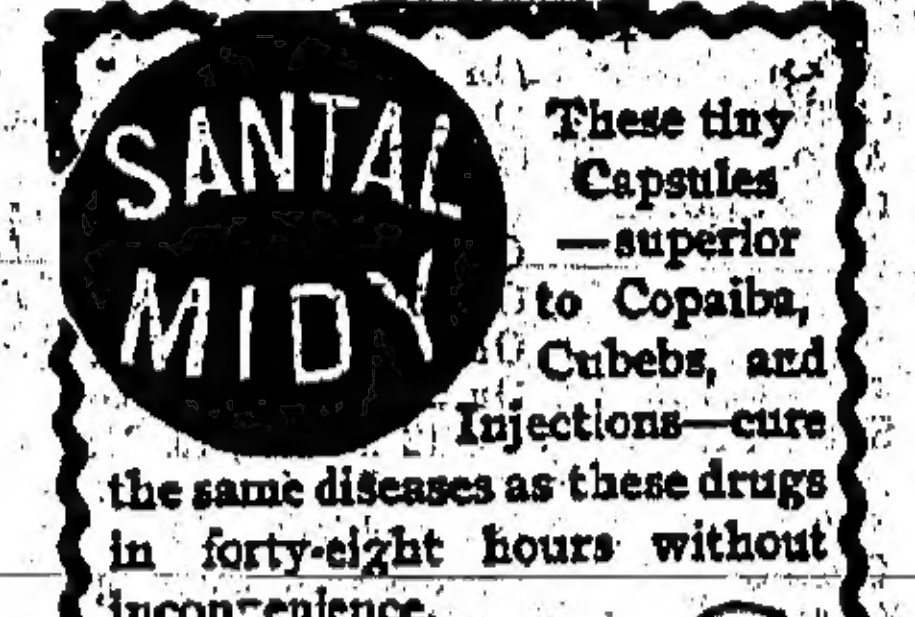
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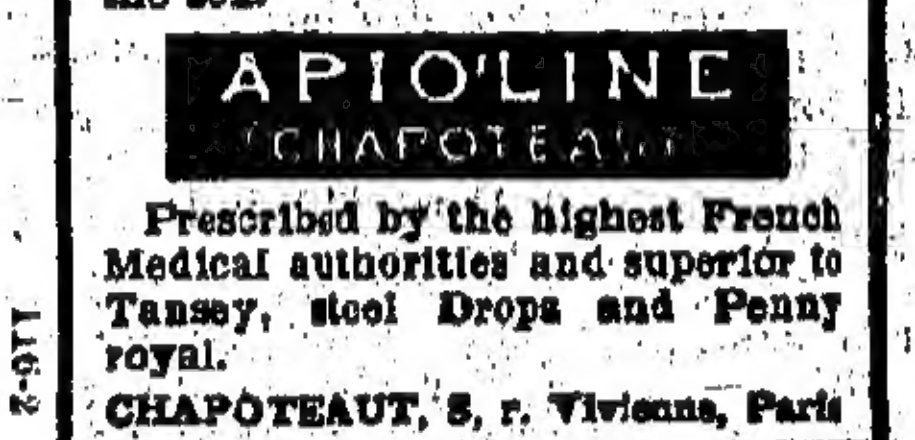
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the same diseases as these drugs in
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HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns

3000 h.p., Comdr. C. T. Fuller, Shanghai

Astraea, 2nd class cruiser 4360 tons, 10 guns,

7000 i.h.p., Captain F. E. C. Ryan, Hongkong

Bedford, British cruiser, Capt. S. E. Erskine,

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Comdr. F. B. Noble, Hongkong

Cadmus, British sloop, 1070 tons, Comdr. B. L.

Majendie, Shanghai

Clio, British sloop, 1070 tons, Comdr. C. D.

S. Raikes, Shanghai

Fame, torpedo-boat destroyer, 310 tons, 6

guns, 570 h.p., Lieut. Comdr. G. G. Gresham,

Shanghai

Flora, 2nd class cruiser, 4360 tons, 10 guns,

7000 i.h.p., Capt. Roland Nugent, Shang-

hai

Handy, torpedo-boat destroyer 235 tons, 6 guns,

4000 h.p., Lieut. Comdr. W. E. Darvall,

on route Shanghai

Hart, torpedo-boat destroyer, 235 tons, 6 guns,

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Hongkong

Janna, torpedo-boat destroyer, 330 tons, 6 guns,

3900 h.p., Lt. Comdr. C. A. Freemantle,

en route Shanghai

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Vice Admiral the Hon. Sir R. D. Worth

Lambton, Commander in Chief, 14100 tons,

Capt. L. Clinton Baker, Hongkong

Kluska, river gunboat, 616 tons, Lieut. Comdr.

Sidney H. Jernisson, Tangtine

Merlin, surveying ship, 1000 tons, 5 guns, 1400

i.h.p., Comdr. F. H. Walter, Hongkong

Monmouth, cruiser, 9300 tons, Capt. G. W.

Smith, Hongkong

Moorhen, river gunboat, 180 tons, 2 guns,

Lieut. Comdr. C. C. Walcott, West River

Nightingale, river gunboat, 85 tons, 240 h.p.,

Lieut. Comdr. R. S. Roy, R.N., Shanghai

Otter, torpedo boat destroyer, 385 tons, 6 guns,

630 i.h.p., Paid off

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lieut. Comdr. A. A. Mallin, Hongkong

Sandpiper, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut. Comdr. H. E. Tickell, West

River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lieut. Comdr. Alan Dixon, Yangtze

Taku, torpedo boat destroyer, Bosh, Strath,

Hongkong

Tamar, receiving ship, 4600 tons—6 guns,

Commodore Stokes, Hongkong

Teal, river gunboat, 180 tons, 2 guns, Lieut.

Comdr. H. R. Goddard, Yangtze

Thistle, gunboat, 710 tons 900 h.p., Lieut.

Comdr. H. T. Atlay, Shanghai

Virago, torpedo-boat destroyer, 395 tons, 6 guns,

6300 i.h.p., Lieut. Comdr. Stevenson

Shanghai

Waterwitch, surveying ship, 620 tons, 450 i.h.p.,

Lieut. Comdr. H. P. Douglas, Singapore

Whiting, torpedo-boat destroyer, 390 tons, 5

guns, 530 h.p., Lieut. Comdr. J. Kiddie,

SCIENTIFIC MISCELLANY.

DISEASE FROM HEALTHY PEOPLE—HEREDITY IN SPREAD—BACTERIOLOGY—PRESERVING—PASTILLES—POWER DRAWING AT HOME—A NEW SOLAR BOILER—ONE CAUSE OF ARTERY FAILURE—THE STRANDING BUOY—PICTURESQUE ENERGY—THE WALTZ OF OSTRICHES.

Among the dangerous citizens lately recognized is the microbe-carrier, who, immune himself and probably unconscious of the misery he is causing, spreads broadcast the deadly germs of diphtheria, typhoid fever, dysentery, plague, cholera, tetanus, spinal meningitis, and many other diseases. The pathogenic microbes simply survive in the body, in many cases, long after the disease has passed away. Referring to this newly considered source of danger, Dr. Simon Flexner states that forty-two years after an attack of typhoid fever the typhoid bacilli were still being eliminated; plague bacilli have been present in the sputum seventy-six days after recovery from plague pneumonia; and influenza bacilli have been found in the sputum one year after an attack of influenza. The discovery suggests new views of immunity, as the phenomenon appears to be one of adaptive change on the part of the parasite as well as on that of the host.

The quality of seed used by planters may depend upon conditions not yet sufficiently considered. Late observations in Switzerland and Austria have shown that plants grown from the seed of spruces of a high elevation, such as 6,000 feet, make much slower progress than plants from seed of trees of lower elevation, like 2,000 feet. Other characters, such as the weight of the seed, length of growing period, and possibly tendency to disease, seem to vary with the situation of the seed trees.

Pastilles, for preserving edible articles, in considerable use in Europe, appear to consist of some aromatic preparation of carbon, and when burned in a closed chamber the carbonic acid gas produced keeps perishable food from change. The process is cheap, handy, and perfectly harmless to meats, vegetables or liquids.

By reconstructing the old domestic hand loom for use with power, a weaver near Chemnitz has opened the way for a considerable return to textile manufacture in the home, not only in Saxony but in other localities where electricity provides cheap power on a small scale. The new loom is built almost entirely of wood. It requires a space 10½ feet in length, 7 feet in width and 7½ feet in height, weighs 4500 pounds, and a horse-power is sufficient to run it. The Jacquard apparatus has been ingeniously applied so as to make unnecessary the ordinary heavy lifting box. This household machine is very quiet in operation, sells at \$50 or about one-fourth of the price of an iron mechanical loom, and the cost of wearing in the early experiments has been less than half of that with the factory loom. It is to be adapted soon for weaving manifold thread instead of the single thread of the first model.

The usual method of using solar heat has been to concentrate the sun's rays by mirrors, but in the simpler apparatus with which Frank Shuman has been experimenting at Tacoma, Pa., the direct rays have been made to heat a boiler of blackened pipe-coils enclosed in a shallow box with a double glass top. An air space of one inch between the two layers of glass forms a jacket preventing escape of heat by radiation. Water in the pipes generated steam with a pressure of 15 pounds, which was made to drive an engine, and by employing either a pressure of 90 pounds was reached. In warm climates a good working pressure is expected from water, thus solving the perplexing power problem of tropical lands.

The old suspicion that tobacco affects the heart and even plays some part in arteriosclerosis—the dreaded thickening of the arterial walls so common in human decay—has been confirmed by Zibowski, a Russian physician. Rabbits inoculated with tobacco extract, with nicotine and with adrenalin, all showed marked thickening and dilatation of the walls of the aorta, or main artery.

The rocket life-saving apparatus is sometimes ineffective in reaching vessels wrecked off a dangerous coast, and, as in such cases the force of both wind and waves is almost always directed toward the shore, Mr. Broadford, director of a shipbuilding company at Plessburg, Prussia, has devised a so-called "stranding buoy," to be carried by the vessel and launched when necessary. The apparatus has the form of a miniature sailing vessel 3 feet long, 18 inches wide and 12 inches deep, drawing 8 inches of water. It has a rounded deck, a heavy lead keel to keep it upright, and a mast and sail, and a reel attached to the stern carries 1,500 feet of light manilla rope, which is paid out as the buoy is carried away from the ship. "Three water-tight compartments ensure floating, while giving space for ship's papers or any communication. On being driven to land by the wind the people on shore can easily secure the buoy, and by means of the line a strong cable can be stretched to the vessel in the usual way. Recent wrecks, where the rocket apparatus and surf boats have failed, could have been connected to shore by this buoy, saving many lives.

Taking up the old question of the effects of nerve stimulants upon the capacity for work, Armand Gautier has shown that when kola is given to a horse fatigue seems to be lessened, and half a mile or more is added to the distance the animal can travel per hour. It was further proven, however, that the horse loses more weight than the one that has received no stimulant. This drug, like alcohol, can whip up the tissues, but the artificially produced energy is at the expense of the living machine.

The peculiar "walling instinct" of ostriches, just described by a South African naturalist, is a sudden running off, which a whirling move-

ment, first one way and then the other, and spreading and oscillation of the wings. The habit is instinctive; play in the young is thought to be connected with escape from the large carnivores.

THE GRIFFIN.

"S. B." contributes the following amusing article to the Singapore Free Press and Commercial Advertiser:—
The Griffin is a mythical creature, half lion and half eagle. He is said to be the guardian of the East Indies. He is a very curious creature, and he is very fond of gold. He is a very fierce creature, and he is very fond of fighting. He is a very powerful creature, and he is very fond of eating. He is a very beautiful creature, and he is very fond of being seen. He is a very rare creature, and he is very fond of being kept. He is a very valuable creature, and he is very fond of being sold. He is a very dangerous creature, and he is very fond of being killed. He is a very interesting creature, and he is very fond of being studied. He is a very curious creature, and he is very fond of being kept. He is a very powerful creature, and he is very fond of eating. He is a very beautiful creature, and he is very fond of being seen. He is a very rare creature, and he is very fond of being kept. He is a very valuable creature, and he is very fond of being sold. 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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MAESSILLLES	NORSE Capt. G. Phillips	About 6th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May	Freight only.
SHANGHAI and HANKOW	CEYLON Capt. G.W. Dabot	About 9th May	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 14th May	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	OCEANA Capt. W. Hayward, R.N.R.	Noon, 16th May	See Special Advertisement.

Hongkong, 4th May, 1908.

F. J. ABBOTT,
Acting Superintendent.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 6th May, 8 A.M.
CEBU and ILOILO	KAIFONG	On 6th May, 4 P.M.
SOURABAYA and SAMARANG	SHANTUNG	On 7th May, 3 P.M.
AMOI and SHANGHAI	YUNNAN	On 8th May, 4 P.M.
NINGPO and SHANGHAI	FOOCHOW	On 9th May, 4 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	CHINGTU	On 11th May, 4 P.M.
HOIHOW and HAIPHONG	SINGAN	On 12th May, 9 A.M.
TSINGTAU, CHEFOO and NEWCHANG	KWEIYANG	On 14th May, 4 P.M.
YOKOHAMA and KOBE	TSINAN	On 23rd May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Saloon and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Saloon. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 5th May, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHOYSANG	Wedday, 6th May, 4 P.M.
MANILA	LOONGSANG	Friday, 8th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Saturday, 9th May, 4 P.M.
SANDAKAN	MAUSANG	Saturday, 9th May, 4 P.M.
TIENTSIN	CHIPSANG	Monday, 11th May, Noon.
MANILA	YUENSANG	Friday, 15th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Wedday, 27th May, Noon.

These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table
+ Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th May, 1908.

T. ARIMA, Manager.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
FOOCHOW via SWATOW and AMOI	"SOSHU MARU" Capt. T. SURUGA	THURSDAY, 7th May, at 9 A.M.
TAMSUI via SWATOW and AMOI	"DALIN MARU" Capt. I. SAKURAI	SUNDAY, 10th May, at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOOCHOW	"SHOSHU MARU" Capt. M. NOMOTO	TUESDAY, 12th May, at 10 A.M.

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Hongkong, 5th May, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK" Capt. J. RANDELMANN	Wedday, 6th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FERNER	About Wedday, 6th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Middle of May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 8th May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd May, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports; also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports.
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... 10th May	FOR MARSSELES ROTTERDAM & HAMBURG: S.S. SUEVIA ... About 5th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May	FOR HAVRE & HAMBURG: S.S. SILESIA ... 7th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	FOR ANTWERP & HAMBURG: S.S. LYDIA ... About 19th May
S.S. ITHAKA ... FOR CHINKIANG ... On 7th May, Noon.	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May

For Further Particulars, apply to—

HONGKONG, 5th May, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDS
11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN" 6,000	THURSDAY, 7th May ... 25th May	
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, 20th May ... 18th June	
"EMPERESS OF JAPAN" 6,000	THURSDAY, 4th June ... 22nd June	
"EMPERESS OF JAPAN" 6,000	FRIDAY, 13th June ... 4th July	
"EMPERESS OF JAPAN" 6,000	THURSDAY, 18th June ... 17th July	
"EMPERESS OF JAPAN" 6,000	FRIDAY, 4th July ... 25th July	
"EMPERESS OF JAPAN" 6,000	SATURDAY, 11th July ... 4th Aug.	

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
* "EMPERESS OF JAPAN" will depart from HONGKONG at 4 P.M.
* S.S. "EMPERESS OF JAPAN" will depart from HONGKONG at 12 Noon.

THE "EMPERESS OF JAPAN" is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

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16, DES VEGUX ROAD,
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SHIPPING IN PORT.

STEAMERS.	AUSTRIAN.
AMARA, British str., 1,358, C. J. Matlock, 26th April—Swatow 25th April, General—Jardine, Matheson & Co.	Kaiser Franz Josef I, Austrian cruiser, 4,308 tons, 10 guns, 14 knots, Northern Waters
AMIRAL DE BRUON, French str., 1,144, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	FRENCH.
CARAVELLE, French str., 1,971, Sedore, 29th April—Cardiff 17th March, Coal—Messageries Maritimes.	Alfonso, river gunboat, Lieut. Millot, Cochinchina.
CHILDA, Norwegian str., 1,102, H. Nielsen, 1st May—Bangkok 24th April, General—Butterfield & Swire.	Argus, gunboat, 133 tons, guns, 500, h.p., Lieut. Jannet, Canton.
CHOWFA, German str., 1,055, G. Spiesen, 1st May—Bangkok 23rd April, Rice—Butterfield & Swire.	Caracul, gunboat, Lieut. Kerobal, Saigon.
CHOYANG, British str., 1,424, Sandback, 30th April—Shanghai April 26th, via Swatow 29th, General, Sheep and Goats—Jardine, Matheson & Co.	Dagde, gunboat 845 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Enet, Hongkong.
DEN OF ABILE, British str., 2,271, Cunningham, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.	D'Entrecasteaux, French cruiser, 8,000, Capt. Tracon, Shanghai.
DEWANGONG, German str., 1,157, Rehwal, 29th April—Bangkok April 20th, and Swatow 28th, Rice and Timber—Butterfield & Swire.	Esturgeon, submarine, Saigon.
DURIE, British str., 1,901, A. R. Lea, 28th April—Moji 23rd April, Coal—Shewan, Tomes & Co.	Henri Riviere, gunboat, Lieut. Portier, Haiphong.
EARL OF DOUGLAS, British str., 2,761, John Jameson, 2nd May—Port Kemble (N.S.W.) 11th April, Coal—Messageries Maritimes.	Jacquin, river gunboat, Lieut. Le Corolle, Annam-Tonkin, reserve.
EASTERN, British str., 2,272, W. G. McArthur, 29th April—Australia via Sydney 8th April, General—Gibb, Livingston & Co.	Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sages-Davaour, Saigon.
EMPERESS OF JAPAN, British str., 3,003, H. Fyfe, 6th April—Vancouver 18th March, and Shanghai 14th April, Mails and General—Canadian Pacific B. & O.	Kerastat, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.
FOOCHOW, British str., 1,227, J. Davies, 2nd May—Chinking 28th April, General—Butterfield & Swire.	Lynx, submarine, Lieut. Armbruster, Saigon.
HAIPHONG, French str., 500, Pomrat, 2nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	Montcalm, cruiser (flagship) of Vice-Admiral Perrin, Commander in Chief, 9700 tons, 12 guns, 1,600 h.p., Capt. Marlet.
HAITAN, British str., 1,183, J. S. Ronch, 3rd May—Fochow 30th April, Amoy May 1st, and Swatow 2nd, General—Douglas, Laiprak & Co.	Monsieur, destroyer, Lieut. Duchemin, Baie d'Along.
HEIM, Norwegian str., 758, A. Erickson, 1st May—Bangkok 23rd April, Rice—Chinese.	Oly, gunboat, Lieut. Grollier, Yangtze.
HIKOSAKI, Japanese str., 2,302, Matsuda, 2nd May—Moji 27th April, Coal—Mitsui Bussan Kaisha.	Pelto, gunboat, Lieut. Marchand, Tongka.
INDIAN, Danish str., 3,612, H. P. Berg, 3rd May—Moji 29th April, General—Molochers & Co.	Pelto, submarine, Saigon.
ITHAKA, German str., 1,448, Engelen, 28th April—Wah 24th April, and Chinking 23rd, General and Rice—Hamburg, Amerika Linie.	Pistolet, destroyer, Lieut. de Reinach, Worth, Baie d'Along.
KATONG, British str., 956, H. Mathias, 2nd May—Cebu April 26th, and Iloilo 28th, Sugar and Wood—Butterfield & Swire.	Prode, submarine, Lieut. Glorieux, Saigon.
KALGA, British str., 1,152, Lewis, 30th April—Chefoo 25th April, General—Butterfield & Swire.	Rapier, destroyer, 330 tons, Lieut. Vincent de Brichon, Saigon.
KASHING, British str., 1,152, Pickard, 1st May—Daly April 24th, and Chefoo 25th, General—Butterfield & Swire.	Redoubtable, battleship, (in reserve) 9347 tons, 8 guns, 6071 h.p., Rear Admiral Richard Fey, Saigon.
KIANGING, Chinese str., 1,223, H. Vaden, 2nd May—Chinking 27th April, General—Chinese.	Sabra, destroyer, 330 tons, Lieut. Mallies, Syria, armed gunboat, 1795 tons, 10 guns, 1700 h.p., Dne, Saigon.
LABRETS, British str., 1,340, Frampton, 30th April—Saigon 26th April, Rice and Dry Fish—Chinese.	Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Rogay, Haiphong.
MARCELLE, German str., 3,435, A. Lohrengel, 25th April—Moji 18th April, Coal—Ataka.	Taiwan, destroyer, Comdr. Trinquen, Saigon.
MATHILDA, German str., 1,846, M. D. Dierber, 21st April—Haiphong 18th April, Coal—Jardine.	Vauban, tow, and gun (reserve), 6150 tons, 23 guns, 4560 h.p., Hongkong.
MATHILDE, German str., 891, A. P. Uldrup, 1st May—Haiphong, Pakhoi and Hoihow 3rd April, General & Pigs—Jensen & Co.	Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton.
MAUSANG, British str., 1,644, R. Honghton, 29th April—Sandakan 23rd April, Timber and General—Jardine, Matheson & Co.	Arcona, cruiser, 2719 tons, Captain von Hippel, Amoy.
MERFOD, Chinese str., 1,329, J. MacArthur, 3rd May—Shanghai 30th April, General—Chinese.	Furst Bismarck (flagship), 11009 tons, 36 guns, 14,000 h.p., Komdr. Admiral Coorper, Shanghai.
MRELENDRE, British str., 1,601, Maitland, 27th April—Hongay 24th April, Coal—Doddwell & Co.	Ilia, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Laus.
NIPPON MARU, Japanese str., 3,442, W. W. Greene, 2nd May—San Francisco 31st March, Mails and General—Toyo Kisen Kaisha.	Jaguar, gunboat, 900 tons, 16 guns, 1300 h.p., Captain Graf von Posadowsky-Welner.
ONABO, British str., 1,787, R. Cox, 30th April—Canton via Swatow and Singapore 23rd April, General—Jardine, Matheson & Co.	Leipzig, cruiser, Captain Engel.
PROGRESS, German str., 687, D. Struve, 29th April—Hongay 26th April, Coal—Siemssen & Co.	Luchs, gunboat 850 tons, 10 guns, 1344 h.p., Captain Dolken.
PROTEUS, Norwegian str., 1,077, C. Moller, 2nd May—Bangkok 23rd April, Rice—Aagaard, Thoresen & Co.	Niobe, cruiser, Captain Lingenau.
QUINTA, German str., 987, Frahm, 2nd May—Tientsin 25th April, Coal—Siemssen & Co.	Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Captain v. Koss.
RAGNAR, German str., 1,320, Nielsen, 25th April—Bangkok 18th April, Rice—Walleim & Co.	Tingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Captain Ross.
SHANTUNG, British str., 1,835, Scott, 2nd May—Hongay 28th April, Coal—Butterfield & Swire.	Vaterland, gunboat—tons, 3 guns, 503 h.p., Captain Tonsaint.
TAIKOAN MARU, Japanese str., 3,917, I. Fukui, 3rd May—Kochinoito 28th April, Coal—Mitsui Bussan Kaisha.	Vorwarts, gunboat, First Lieut. Riechers.
TANGO MARU, Japanese str., 7,420, R. Swain, 3rd May—Japan and Shanghai 30th April, Flour, Tank and Cotton Yarn—Nippon Yusen Kaisha.	ITALIAN.
	Vesuvio, cruiser, 2145 tons, Baron de Saint Pierre, Hongkong.
	PORTUGUESE.
	Rio Lima, cruiser, 720 tons, 7 guns, Macao.
	UNITED STATES.
	Barry, destroyer, 420 tons, Ens. David Lyons, Cavite.
	Callao, gunboat, 245 tons, Lt. Gay Whitlock, Shanghai.
	Chamurey, destroyer, 420 tons, Lt. Frank McCarty, Cavite.
	Chattanooga, cruiser, 3290 tons, Commander E. C. Smith, Cavite.
	Cleveland, cruiser, 3270 tons, Commander E. E. Norman, Cavite.
	Colorado, armoured cruiser, 1,683 tons, Captain S. H. Stanton, Cruising.
	Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai.
	Dale, destroyer, 420 tons, Ens. G. Y. Stewart, Cavite.
	Decatur, destroyer, 420 tons, Ens. C. W. Nimite, Cavite.
	Denver, cruiser, 3200 tons, Commander W. B. Gifferton, Shanghai.
	Galveston, cruiser, 3200 tons, Commander B. W. Hodges, Cavite.
	Helena, gunboat, 1392 tons, Commander R. M. Hughes,anghai.
	Maryland, armoured cruiser, 1,880 tons, Capt. C. Thomas, Cruising.
	Mohican, (station ship), Lieut. Commander M. L. Miller.
	Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo.
	Montgomery, monitor, 4000 tons, Lt. D. W. Todd, Olongapo.
	Penurytonia, armoured cruiser, 1,630 tons, Capt. A. Ward, Cruising.
	Quincy, gunboat, 350 tons, Lt. H. P. Percill, Yangtze.
	Rainbow, (Rear-Admiral Hamphill's flag ship), Comdr. E. E. Wright, Shanghai.
	Villalobos, gunboat, 370 tons, Lt. A. Andrews, Yangtze.
	West Virginia, armoured cruiser, 1,680 tons, Capt. J. B. Milton, Cruising.
	Wilmington, gunboat, Commanding W. D. Rugh, Hongkong.

